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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/664,345	09/17/2003	John P. Healy	GP-302959	4147
7590 06/21/2005			EXAMINER .	
CARY W. BROOKS			DOVE, TRACY MAE	
General Motors				
Legal Staff, Mail Code 482-C23-B21			ART UNIT	PAPER NUMBER
P.O. Box 300 Detroit, MI 48265-3000			1745	
			DATE MAILED: 06/21/2005	

Please find below and/or attached an Office communication concerning this application or proceeding.

	and	/ /			
	Application No.	Applicant(s)			
Office Action Comments	10/664,345	HEALY ET AL.			
Office Action Summary	Examiner	Art Unit			
T. MAII INO DATE 441	Tracy Dove	1745			
The MAILING DATE of this communication app Period for Reply	ears on the cover sheet with the c	orrespondence address			
A SHORTENED STATUTORY PERIOD FOR REPLY THE MAILING DATE OF THIS COMMUNICATION.  - Extensions of time may be available under the provisions of 37 CFR 1.13 after SIX (6) MONTHS from the mailing date of this communication.  - If the period for reply specified above is less than thirty (30) days, a reply - If NO period for reply is specified above, the maximum statutory period w - Failure to reply within the set or extended period for reply will, by statute, Any reply received by the Office later than three months after the mailing earned patent term adjustment. See 37 CFR 1.704(b).	86(a). In no event, however, may a reply be time within the statutory minimum of thirty (30) days fill apply and will expire SIX (6) MONTHS from cause the application to become ABANDONE	nely filed s will be considered timely. the mailing date of this communication. D (35 U.S.C. § 133).			
Status					
1) Responsive to communication(s) filed on 17 Se	eptember 2003.				
2a)  This action is <b>FINAL</b> . 2b)  This	action is non-final.				
3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under <i>Ex parte Quayle</i> , 1935 C.D. 11, 453 O.G. 213.					
Disposition of Claims					
4) ⊠ Claim(s) 1-20 is/are pending in the application. 4a) Of the above claim(s) is/are withdray 5) □ Claim(s) is/are allowed. 6) ⊠ Claim(s) 1-20 is/are rejected. 7) □ Claim(s) is/are objected to. 8) □ Claim(s) are subject to restriction and/or	vn from consideration.				
Application Papers					
9) The specification is objected to by the Examine		•			
10) ☐ The drawing(s) filed on is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.					
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).					
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).  11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.					
Priority under 35 U.S.C. § 119					
12) Acknowledgment is made of a claim for foreign  a) All b) Some * c) None of:  1. Certified copies of the priority documents  2. Certified copies of the priority documents  3. Copies of the certified copies of the priority application from the International Bureau  * See the attached detailed Office action for a list	s have been received. s have been received in Applicati ity documents have been receive ı (PCT Rule 17.2(a)).	on No ed in this National Stage			
Attachment(s)  1) Notice of References Cited (PTO-892)	4) ☐ Interview Summary	(PTO-413)			
2) Notice of Draftsperson's Patent Drawing Review (PTO-948) 3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08) Paper No(s)/Mail Date 9/17/03.	Paper No(s)/Mail Da				
J.S. Patent and Trademark Office					

Application/Control Number: 10/664,345

Art Unit: 1745

#### **DETAILED ACTION**

## Information Disclosure Statement

The information disclosure statement (IDS) submitted on 9/17/03 has been considered by the examiner.

#### Claim Objections

Claim 5 is objected to because of the following informalities: the claim recites "wherein the surface areas", which should be "wherein the surface areas".

Appropriate correction is required.

Claim 12 is objected to because of the following informalities: the claim recites "provided to said second diffusion layer", which is confusing. Examiner suggests this limitations be deleted from the claim. Appropriate correction is required.

#### Claim Rejections - 35 USC § 102

The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless -

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

Claims 1-6, 12, 19 and 20 are rejected under 35 U.S.C. 102(b) as being anticipated by Matlock et al., US 6,261,711 B1.

Matlock teaches a sealing system for a fuel cell. Figure 7 shows a fuel cell comprising an anode catalyst layer 308, a cathode catalyst layer 308', an electrolyte layer 306, an anode diffusion layer 312, a cathode diffusion layer 312', an anode flow plate 200, a cathode flow plate 200' and an insulating gasket seal 199. As shown in Figure 7, the edges of the cathode catalyst

layer 308' are closer than the edges of the anode catalyst layer 308 to the edges of the electrolyte layer 306. The membrane may comprise Nafion<sup>TM</sup>. The anode catalyst layer has a surface area, in contact with the electrolyte, that is less than a surface area, in contact with the electrolyte, of the cathode catalyst layer. As shown in Figure 7, the anode catalyst layer 308 is sized by gasket 199 and cathode catalyst layer 308' is sized by gasket 110. Note both layer 312 and layer 200 diffuse gas to the anode catalyst layer 308. The MEA has a thickness of 0.002 inches ( $\sim$ 50  $\mu$ m) (5:42-47 and Example 1).

Thus the claims are anticipated.

### Claim Rejections - 35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

Claims 7-11, 13 and 14 are rejected under 35 U.S.C. 103(a) as being unpatentable over Matlock et al., US 6,261,711 B1.

Matlock teaches a sealing system for a fuel cell. Figure 7 shows a fuel cell comprising an anode catalyst layer 308, a cathode catalyst layer 308', an electrolyte layer 306, an anode diffusion layer 312, a cathode diffusion layer 312', an anode flow plate 200, a cathode flow plate 200' and an insulating gasket seal 199. As shown in Figure 7, the edges of the cathode catalyst layer 308' are closer than the edges of the anode catalyst layer 308 to the edges of the electrolyte layer 306. The membrane may comprise Nafion<sup>TM</sup>. The anode catalyst layer has a surface area, in contact with the electrolyte, that is less than a surface area, in contact with the electrolyte, of

Application/Control Number: 10/664,345

Art Unit: 1745

the cathode catalyst layer. As shown in Figure 7, the anode catalyst layer 308 is sized by gasket 199 and cathode catalyst layer 308' is sized by gasket 110. Note both layer 312 and layer 200 diffuse gas to the anode catalyst layer 308. The MEA has a thickness of 0.002 inches ( $\sim$ 50  $\mu$ m) (5:42-47 and Example 1).

Matlock does not explicitly teach the surface area or thickness values of the anode catalyst layer and/or the cathode catalyst layer. Matlock does not explicitly teach the spacing between the edges of the cathode catalyst layer and the electrolyte layer edges or the spacing between the edges of the anode catalyst layer and the electrolyte layer edges.

However, the invention as a whole would have been obvious to one having ordinary skill in the art at the time the invention was made because one of skill would have known that the area/thickness of the catalyst layers, in contact with the electrolyte, could have been varied depending on the desired size (power output) of the fuel cell. Furthermore, the courts have held that where the only difference between the prior art and the claimed invention was a recitation of relative dimensions (surface area, thickness) of the claimed device and a device having the claimed relative dimensions would not perform differently than the prior art device, the claimed device was not patentably distinct from the prior art device. See MPEP 2144.04. Claims 7-11, 13 and 14 recite dimensions only of the claimed membrane electrode assembly.

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Claims 15-18 are rejected under 35 U.S.C. 103(a) as being unpatentable over Matlock et al., US 6,261,711 B1 in view of Benz et al., US 6,408,966 B1.

Matlock teaches a sealing system for a fuel cell. Figure 7 shows a fuel cell comprising an anode catalyst layer 308, a cathode catalyst layer 308, an electrolyte layer 306, an anode

Art Unit: 1745

diffusion layer 312, a cathode diffusion layer 312', an anode flow plate 200, a cathode flow plate 200' and an insulating gasket seal 199. As shown in Figure 7, the edges of the cathode catalyst layer 308' are closer than the edges of the anode catalyst layer 308 to the edges of the electrolyte layer 306. The membrane may comprise Nafion<sup>TM</sup>. The anode catalyst layer has a surface area, in contact with the electrolyte, that is less than a surface area, in contact with the electrolyte, of the cathode catalyst layer. As shown in Figure 7, the anode catalyst layer 308 is sized by gasket 199 and cathode catalyst layer 308' is sized by gasket 110. Note both layer 312 and layer 200 diffuse gas to the anode catalyst layer 308. The MEA has a thickness of 0.002 inches (~50 μm) (5:42-47 and Example 1).

Matlock does not explicitly state the fuel cell powers a drive system of an automobile.

However, Benz teaches a fuel cell vehicle (automobile) comprising an electric drive system and a fuel cell system for providing electric energy for the drive system (abstract). A high-hydrogen reformate gas is used as the anode reactant. The hydrogen reformate gas is formed by a reactor unit (fuel processor). The figure shows a fuel cell vehicle comprising the reactor unit 9, fuel storage 11, drive system 36, system control 35 (energy conversion for receiving and regulating electricity) and fuel cell 1. System control 35 serves as an interface between the fuel cell and the drive system. Electric motors are fed by the electric energy which is generated by the fuel cell and fed from the fuel cell to the system control and from there to the drive system (5:4-18).

Therefore, the invention as a whole would have been obvious to one having ordinary skill in the art at the time the invention was made because it is well known that fuel cell are used to

Art Unit: 1745

power an automobile. Both Benz and Matlock teach polymer electrolyte fuel cells. Thus, one of skill would have been motivated to use the fuel cell of Matlock for the fuel cell vehicle of Benz.

Regarding claim 18, the courts have held that where the only difference between the prior art and the claimed invention was a recitation of relative dimensions (surface area, thickness) of the claimed device and a device having the claimed relative dimensions would not perform differently than the prior art device, the claimed device was not patentably distinct from the prior art device. See MPEP 2144.04. Claim 18 recites dimensions only of the claimed membrane electrode assembly.

#### Conclusion

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Tracy Dove whose telephone number is 571-272-1285. The examiner can normally be reached on Monday-Thursday (9:00-7:30).

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Pat Ryan can be reached on 571-272-1292. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

June 16, 2005

TRACY DOVE PRIMARY EXAMINER